

Comment #	Name	Affiliation	Source	Comment	OP Response	Action or Change to the draft plan	Topic or Category
1	Loretta Neumann, Trustee	The Committee of 100 on the Federal City	Mayor's Hearing, Transcript	The SAP should not require the widening of Main Drive, particularly in front of Bld. 1, which could potentially impact the historic setting.	As noted in the SAP on pages 119-120 Main Drive is intended to retain its historic alignment, however, given the adjacent Department of State Site to the north of Main Drive, proximity of historic buildings and challenging topography, further studying and coordination is necessary to accommodate any widening of Main Drive and is a priority to consider.	None	Main Drive
2	Richard Houghton, Chair, Planning Subcommittee	The Committee of 100 on the Federal City	Public Comment Form, General Comments page 2, 10/31/2012;	The SAP shows minimal graphics and maps to accompany the discussion on pages 48-52.	As part of the SAP process, an extensive transportation analysis was conducted called the Transportation Impact Study (TIS). The SAP highlights major recommendations noted in TIS. Graphics, diagrams and photos are incorporated in the TIS, and is included in the SAP as appendix B.	None	Transportation Graphics
3	Richard Houghton, Chair, Planning Subcommittee	The Committee of 100 on the Federal City	Public Comment Form, General Comments page 3, 10/31/2012;	Street/site sections do not consistently show buildings in relation to the proposed street sections.	All street sections illustrated in the SAP include building face to building face depictions of important elements to be considered in the ROW.	None	ROW
4	Richard Houghton, Chair, Planning Subcommittee	The Committee of 100 on the Federal City	Public Comment Form, General Comments page 6, 10/31/2012;	Consider expanding 13th Street Promenade so that it encompasses the entire block between Elder and Dahlia Streets.	Per the SAPs urban design guidance on page 85, suggests a place-making principle that allows the rear of bld1, which has historically been blocked by bld. 2, to terminate into the grand rear façade of bld 1 and thus emphasizing the campus like setting of the promenade.	None	13th Street promenade
5	Richard Houghton, Chair, Planning Subcommittee	The Committee of 100 on the Federal City	Public Comment Form, General Comments page 7, 10/31/2012;	Circles drawn on the map without any indication of topography or of pedestrian access are misleading, especially in a site with large buildings, vast green spaces, and few sidewalks.	The maps and illustrations within the SAP are conceptual. However a significant amount of analysis and collaboration among the planning team supports the SAPs analysis and recommendations targeting ideal locations where pedestrian safety and walkability should be emphasized.	None	Walkability
6	Richard Houghton, Chair, Planning Subcommittee	The Committee of 100 on the Federal City	Public Comment Form, General Comments page 7, 10/31/2012;	The ROW will need to be redesigned to some capacity to allow for tree boxes and landscape	The SAP proposes an in-depth street section for all proposed new street connections, showing specifically landscaped, tree box and storm water management planters. Refer to page 80 as a good example.	None	ROW

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7	Richard Houghton, Chair, Planning Subcommittee	The Committee of 100 on the Federal City	Public Comment Form, General Comments page 8, 10/31/2012;	Establish design guidelines and a policy preference for dedicated bike lanes on the site.	The SAP identifies street cross sections for new streets, and identifies bike lanes.	None	Bike Lanes
8	Richard Houghton, Chair, Planning Subcommittee	The Committee of 100 on the Federal City	Public Comment Form, General Comments page 8, 10/31/2012;	Revise the bike recommendations map to establish better connectivity within the site and better connections to existing paths external to the site.	The SAP supports the Transportation Improvement Analysis indicating that on-site bike facilities and bike lanes, per the 2005 Bicycle Master Plan, must be constructed within and outside of the WRAMC.	None	Bike Lanes
9	Richard Houghton, Chair, Planning Subcommittee	The Committee of 100 on the Federal City	Public Comment Form, General Comments page 8, 10/31/2012;	Remove the language in Table 5-179 (implementation table) that says require streetcar maintenance facility on-site, should a final streetcar route be determined for Georgia Avenue.	A preliminary streetcar system along Georgia Avenue has been explored. In order to fully accommodate streetcar operations along Georgia Avenue as planned, a future analysis and community outreach is necessary. Exploring the added benefit of looping streetcar within the site should also be furthered. For the purposes of this SAP, a streetcar vehicle maintenance facility would be required to service all vehicles as well as maintain safe and secure vehicle storage. The SAP identifies two possible locations to house a vehicle maintenance facility: (1) below grade under the 13th Street proposed promenade and (2) within the vicinity of the Creative and Arts area north of Aspen and 13th Streets.	None	Streetcar
10	Richard Houghton, Chair, Planning Subcommittee	The Committee of 100 on the Federal City	Public Comment Form, General Comments page 9, 10/31/2012;	Replace the recommendation on page 133, Exhibit 5-179 with the following: "Reroute the 54 bus line and establish a Neighborhood Connector service as mapped to coincide with the development of new residences within the Site."	The SAP supports the language highlighted in WMATA's independent study of 14th Street which recommends a Neighborhood Connector service proposed between WRAMC and the Silver Spring and Takoma Metrorail's. It also recommends the realignment of Route 54 through the Walter Reed site, which would be implemented when the development on the campus is fully under way.	None	Neighborhood Connector

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11	Alice and Tony Giancola	Residents, LRA Committee	Mayor's Hearing, Transcript, Page 7, 10/16/12	DDOT's parking demand study has forecast between 2,200 and 3,200 spaces. The plan recommends little new structured parking, which is good	In the Reuse Plan, approximately 2,600 spaces are recommended for proposed structured lots and in Bld. 11's surface lot. On-street parking would add an additional 300 spaces.	None	Parking
12	ANC4B	Advisory Neighborhood Commission, 4B	Resolution #12-1004, Page 4, 10/22/12	Those provisions in the transportation plan be rejected which direct vehicular traffic onto Blair Road and would install streetcars on narrow streets.	The SAP supports integrating the site through multi-modal access and circulation, which will require street improvements and upgrades. Additional street improvements will occur throughout the adjacent transportation network as needed.	None	Through Traffic
13	ANC4B	Advisory Neighborhood Commission, 4B	Resolution #12-1004, Page 4, 10/22/12	Bus, shuttle bus, van transportation should be considered to the Takoma Metro Station. A circulator with stops through the Walter Reed campus, Takoma and Silver Spring metro stations.	The SAP supports capacity concerns raised in the DC's Transit Future System Plan, where future improvements to transit and circulation will support Metro Express and Metro Extra rapid bus services along Georgia Avenue and 16th Street. The SAP additionally supports WMATA's recommendations from its 14th Street Line Study 10/19/12, which identified long-range improvements to realign Route 54 through the Walter Reed campus when the development of the site is fully under way.	None	Transit
14	Alice and Tony Giancola	Residents, LRA Committee	Mayoral Hearing, Transcript, Page 8, 10/16/13	We do not support the SAPs transportation recommendations to integrate streetcar within the site, especially since it has generally not been supported by the community. DC Circulator connecting the site to Takoma and Silver Spring Metro appears to be more economical and flexible as easier to implement.	A preliminary streetcar system along Georgia Avenue has been explored by DDOT. In order to fully accommodate streetcar operations along Georgia Avenue as planned, a future analysis and community outreach is necessary. Exploring the added benefit of looping streetcar within the site should also be furthered.	None	Streetcar
15	Alice and Tony Giancola	Residents, LRA Committee	Mayoral Hearing, Transcript, Page 8, 10/16/12	We support the site wide design principle to extend the sites connectivity to the outlying areas and would encourage the city to continue its efforts to identify east-west street networks by coordinating with Department of State to open up Dahlia Street.	The SAPs site wide design principles support integrating the site into the existing, adjacent neighborhoods. Particular attention to expanding east-west connections with Dahlia is supported and will be raised in future coordination meetings with Department of State.	None	Extend the Street Network

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16	Alice and Tony Giancola	Residents, LRA Committee	Mayoral Hearing, Transcript, Page 8, 10/16/12	While creating a transportation management plan is essential, we are not confident that DDOT is up to the test of coordinating completion of the TMP. As such, we would encourage the master developer to undertake this as one of their task.	Implementation of the TMP as set forth in the SAP, will be conducted through a designated transportation coordinator as identified through DDOT. DDOT typically is the coordinating office in which TMP are enforced. The master developer and other coordinating agencies will help coordinate this aspect of the TMP to ensure it implemented and managed per the SAP recommendations.	None	Transportation Management Plan
17	Stephen Whatley	ANC4A	Mayoral Hearing, Transcript, Page 16 , 10/16/12	We agree that the street car should not be in consideration for coming through Walter Reed.	A preliminary streetcar system along Georgia Avenue has been explored by DDOT. In order to fully accommodate streetcar operations along Georgia Avenue as planned, a future analysis and community outreach is necessary. Exploring the added benefit of looping streetcar within the site should also be furthered.	None	Streetcar
18	Wendy Blake-Coleman	Resident, Holly Street NW	Mayoral Hearing Transcript, Page 19, 10/16/12	The transportation impacts for the proposed development should be further analyzed.	The Transportation Impact Study conducted for the SAP expects that the proposed development program will have a smaller impact on peak hour traffic volumes than when the former Walter Reed campus was open and operating.	None	Vehicular Traffic